



Transport
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Issue 2/2005



**AGING
AIRCRAFT
Part IV**

feedback

Canadian Aviation Service Difficulty Reports

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hangar noise

A Message for Aircraft Maintenance Personnel

INTRODUCING.....

Continuing Airworthiness Web Information System (CAWIS)

Requests from both registered aircraft owners and Transport Canada (TC) personnel for an Internet/Intranet based computerized airworthiness system have resulted in the development of this site.

It is mainly for the use by registered owners, operators, maintainers and manufacturers of Canadian registered aeronautical products or products for which Canada is the Country of Type Design responsibility, as well as Transport Canada personnel.

External clients can utilize this site to:

- ✈ Submit their Annual Airworthiness Information Report (AAIR) (After May 11, 2005)
- ✈ Query the Airworthiness Directive (AD) (foreign & domestic) database
- ✈ Review the data pertaining to their own aircraft

Internal clients (TC personnel)

- ✈ CAWIS has replaced the Computerized Airworthiness Information System (CAIS). CAWIS offers several convenient enhancements.

Fast, Convenient, Confidential

Visitors to this site can search the AD database using the "Quick Query" or "Advanced Search" Functions available by selecting the "Airworthiness Directives" link located directly on this specific page.

AAIR submission requires the registered aircraft owner to logon to CAWIS using the AAIR Access Code that is indicated directly on the top right corner of the AAIR form that is mailed to you by TC.

Confidentiality

This system has been designed to ensure that information pertaining to the registered owner's identity, along with personal information, remains confidential.

Check it out at:

<http://www.tc.gc.ca/aviation/applications/cawis-swimn>

For more information or copies of **feedback** or other Civil Aviation publications, call 1 800 305-2059 or visit our Web site at www.tc.gc.ca/civilaviation/certification.

To ensure continued delivery, send any address changes to:

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Cette publication est aussi disponible en français.

fixed wing

BEECH C90

Pulley Spring Pin Shifted

SDR # 20041123001



The primary cable for the elevator control had jumped out of its respective pulley. The "spring pin", P/N NAS 427K6, that prevents this from happening was out of position, and therefore was unable to stop the cable from leaving the pulley.

This defect subsequently caused abrasion of the elevator cable on the surrounding support structure. The support structure is a short distance from where the elevator cable emerges from the pressure vessel as it travels aft to the bellcrank.



BEECH D95A

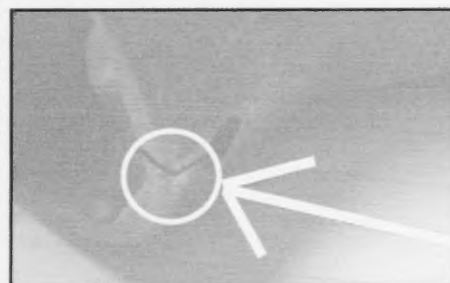
Elevator Horn Cracked

SDR # 20050127002



The operator noted that the elevator skin at the control horn attach point was cracked. Further inspection of the control horn assembly, P/N 956100054, revealed a 1-inch crack emanating from one of four-elevator horn mounting bolts. The elevator control fitting was replaced.

The submitter carried out a fleet inspection using visual and eddy current inspection and no further defects were found. Transport Canada reminds maintainers to be vigilant while inspecting this area. ✖



BEECH B200C

Frame Structure Cracked

SDR # 20050117001

During a routine inspection, a crack was found propagating from an oval hole in the right hand frame at station 207.125, half way between the floor and the window. The crack was approximately 1½ inches long and extended from the eleven o'clock position of the lightening hole to a rivet on the reinforcement plate.



Transport Canada reminds maintainers to keep this defect in mind while inspecting this area and other manufacturing lightening holes for cracks.

No P/N Available. ✖

BOEING 727 233

SDR # 20040913007

Slat Actuator Failed

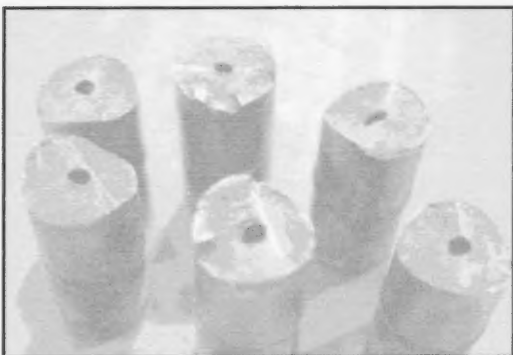
During departure, the crew observed a continuous slat indication problem. The aircraft returned to the airport and made an uneventful landing.

Maintenance personnel investigated and found that the #5 slat rod end bearing had separated from the piston and caused damage to the slat.



The actuator and slat assembly was replaced and the aircraft was returned to service. The submitter stated that the rod end bearing was enclosed in a shrink sleeve and this may have hidden the impending failure of the rod end.

An air operator fleet campaign inspection has been initiated on the remaining aircraft.

**BOMBARDIER CL215 6B11(CL415)**

SDR # 20050228002

Wheel Dowel Pins Cracked

During a tire change, an inspection was being carried out on the wheel, P/N 215850026. Six (6) of the dowel pins, P/N 20209, used to align the rim halves were found sheared or cracked.

The cause is undetermined but this is a good reminder to complete a thorough inspection at each tire change. ✖

BRITISH AEROSPACE BAE 146 200

SDR # 20040610014

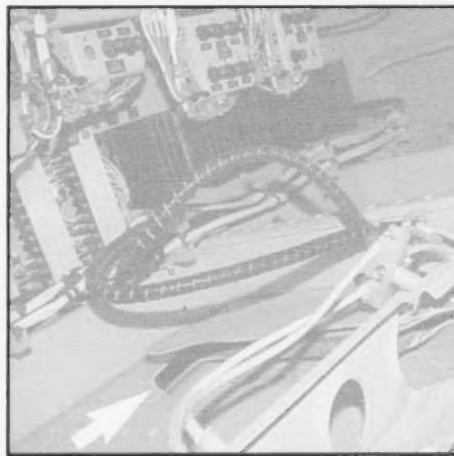
Nose Landing Gear Assistor Spring Assembly Failed

Shortly after departure and during landing gear retraction, the crew heard a loud noise under the flight deck. Following landing, an inspection of the nose landing gear area and wheel well area was carried out. It was then discovered that the nose landing gear assistor spring, P/N HC323L0001000, had failed.

Further investigation revealed that the broken assistor spring had punctured a hole, approximately 8" by 12" in size, through the floor of the flight deck.

The damage was repaired and the aircraft was returned to service. A fleet inspection revealed that one other aircraft had significant cracking on both internal tube assemblies. The tube was cracked almost entirely around its circumference. Both of these aircraft had logged approximately 32 000 cycles.

The cause of these events appears to be a lack of lubrication and metal fatigue.



Damage caused by broken assistor spring

Transport Canada recommends that maintenance personnel pay particular attention to this area. ✖

CESSNA U206C

SDR # 20041110012

Nose Strut Assembly Bolt Overstressed

A bolt, P/N NAS464P5A42, installed on the nose strut assembly of a Cessna U206, sheared on landing causing the nose gear to pivot forward. The failed bolt was last changed 9 September 1994 at 2 875 hours total time since new (TTSN). This aircraft has been operating on skis and the submitter suspects the bolt was overstressed in this configuration. The bolt appears to have been cracked prior to failure. Some damage to the airframe was encountered.

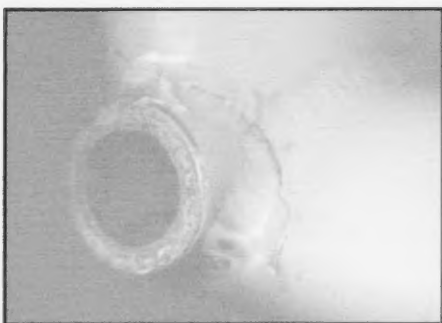
The submitter added that the inspection of this bolt is not referenced in the inspection schedule.

TTSN: 6 238.7 hours.

Aircraft operating on skis or floats usually require additional maintenance. Operators need to amend their maintenance schedules to reflect this type of operation. ✖

CESSNA 208B

SDR # 20050201002

Engine Mount Ring Cracked

During routine maintenance, the engine mount ring (horse collar) was found cracked at two of the four attachment points. An additional task card, initiated in 1999, to check for this condition every 100 hours, was added to our maintenance schedule, and, as a result, we have discovered the condition on 12 separate collars. The collar was replaced and the aircraft released.

This problem has been around for sometime and is traced back to faulty shimmy dampers. Close inspection of the horse collar should be carried out periodically particularly when the aircraft has experienced a nose wheel shimmy problem. FAA AD 90-05-04 is available to operators at:

<http://www.tc.gc.ca/aviation/applications/cawis-swimn/awd-lv-cs1401.asp?lang=E&rand=>=>

If the corrective action offered in the supporting documentation does not adequately address the defect, please report this via the SDR program. ✖

CESSNA 208B

SDR # 20050223004

Wing Strut Attachment Bolt Cracked

During corrosion protection corrosion control (CPCP) and the supplemental inspection document (SID) inspection, the wing lower attach strut bolt and nut were removed for inspection and the nut was found fractured through.

The cotter key should hold the nut/bolt in place. The fracture was located through the manufacturer's identification stamp on the outer surface.



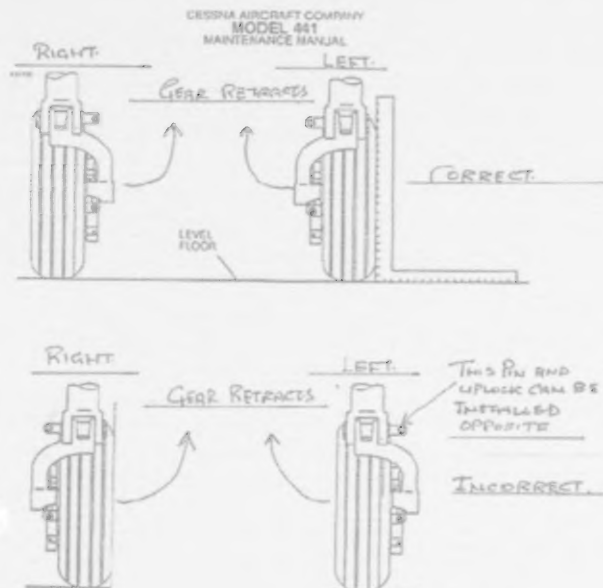
CESSNA 441

SDR #
20050201002**Installation of MLG Trailing Link Reversed**

The main landing gear (MLG) was removed for modification. During re-installation, the trailing link for the left MLG was installed on the right MLG, and the trailing link for the right MLG was installed on the left MLG.

This error was not obvious during landing gear functional retraction and extension testing. The gear retracted and locked up normally - extended and locked down normally. The aircraft flew with no loss of airspeed or any indication of airframe buffet due to the trailing links hanging below the wheel wells. Once detected, the configuration was reversed and the aircraft returned to service.

The submitter also indicated it is very easy to make this assembly error, which results in a landing gear configuration most technicians would think - "could not happen". ✖



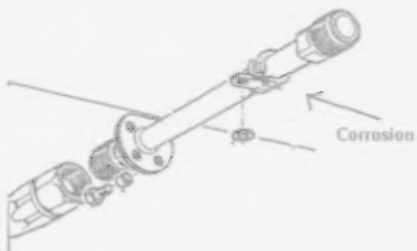
DE HAVILLAND DHC-2

Elevator Trim Control Rod Failure

SDR # 20050303011

During climbout, the pilot experienced a slight "thump" through the elevator control system, and a minor vibration, which stopped when level flight was achieved. The flight continued to destination where maintenance was available. The pilot noted that more elevator trim than normal was needed to achieve level flight. After an uneventful landing, maintenance investigation revealed that the L/H elevator trim rod (P/N C2-T47A) had failed at the aft end in the steel threaded section. Close examination of the break revealed that the rod had been bent and cold straightened at some point, initiating a crack. This could have been caused by "dock handling" or a frozen trim tab. The rod was replaced and the aircraft was returned to service.

Something to think about when applying the quick fix. ✖



DE HAVILLAND DHC-6 100

What s That Smell!

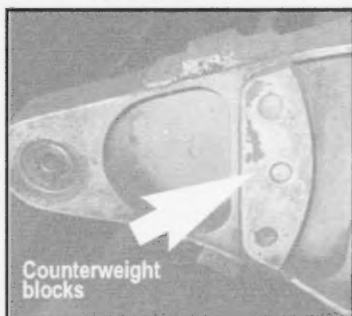
SDR # 20050207001

Investigation into a "fuel smell in the cabin" and a minor external fuel leak revealed that the welded fuel tube assembly, P/N C6PF10761, between the fuel tank and the flex hose to the wing strut, was leaking.

Removal of the Adel clamp revealed corrosion pits underneath, with associated fuel seepage. Investigation into the opposite side assembly revealed a similar condition, but the corrosion was not advanced enough to cause a leak. Both tube assemblies were replaced and the aircraft returned to service.

DE HAVILLAND DHC-6 300

SDR # 20050224007

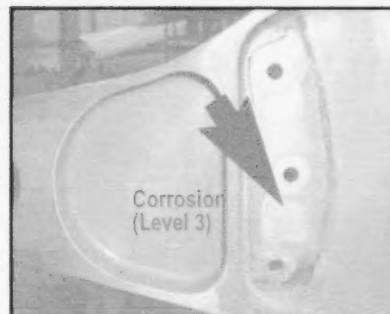
Counterweight Block Corrosion

While inspecting the centre hinge bracket of the horizontal stabilizer for cracks, as per Manufacturer's Service Bulletin 6/512, corrosion was found under the counterweight block, P/N C6TP1026-27, and was visible on the surface surrounding the block. When the blocks were removed for further inspection, exfoliation corrosion was found under both sides.

The manufacturer's "Inspection Requirements Manual" addresses the inspection of this item every 1200 hours for condition, corrosion, fasteners for

security, bearing for condition and flange for fatigue cracks. Canadian Airworthiness Directive CF 92 05 addresses the mandatory inspection for cracks, in accordance with the manufacturer's service bulletin 6/512.

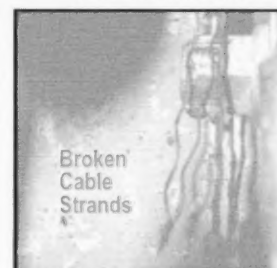
The operator took the initiative to investigate the visible corrosion found during his inspection of the centre hinge bracket. In doing so, he uncovered corrosion to be of significant enough nature (Level 3), which required replacement of the part. ✖

**DE HAVILLAND DHC-8 400**

SDR # 20050317002

Main Landing Gear Emergency Release Cable Chafed

While accomplishing scheduled maintenance, of the main landing gear area, the operator noticed emergency release cable P/N 48502-3 badly chafed. The chafed cable was located in the left hand nacelle. Inspection of the cable in the right hand nacelle was completed without any findings. The operator is carrying out a fleet inspection to identify any other such occurrences.

**FOKKER F28 MK 0100****Auto-Fuel Transfer System Defective**

SDR #20040827005

Shortly after take-off, the control tower advised the cockpit crew that a vapor trail was coming from the wing area. The crew returned to the airfield and noted that a loss of 2000 lbs of fuel had been exhausted overboard in a very short time.

Initially, maintenance attributed this incident to a faulty fuel connector for the pilot valve. It was also initially suspected that the manually controlled power switch at the main fuel control panel was inadvertently kept energized when the fuel panel access door was closed. This is safety redundant feature to the manual fuel switch and activates a cam to de-energize a switch and is designed to prevent wing fuel spillage when the fuel access door is closed.

However, maintenance personnel later determined that the combined processor totalizer (CPT), P/N 0106KP02-022, S/N XD9971, was the cause of this particular event. The defective CPT had erroneously transferred fuel from the centre tank to the wing tank through the auto-feed system.

As a precautionary measure, the fuel control panel was also replaced.

PIPER PA 31

SDR # 20050130001

Severe Nose Gear Vibration

A severe vibration developed when the nose tire touched the runway. Steering was not available, but directional control was maintained with rudder input. As the aircraft slowed the vibration eased. Turning to exit the runway was accomplished by using differential engine power. When the aircraft was shut down, it was discovered the bolt, P/N AN 17413, holding the upper and lower nose scissor links together, was missing and the links were disengaged. Damage to the nose gear assembly was limited to the tire.

The parts were never recovered. Therefore, it could not be determined if the bolt or the locking pin had failed. ✖

SWEARINGEN SA227TC

SDR # 20050113006

Runway Debris - Aircraft Damaged

Shortly into the take-off roll, a foreign object struck the left propeller and severed off a 3-inch portion of the propeller tip. The take-off was successfully aborted.

Subsequent inspection revealed that a section of the propeller tip penetrated the fuselage just behind and below the airstair door. Additionally, a 3-inch hole was found on the opposite right propeller spinner. Smaller sized stones (aggregates) were found within the spinner.

During winter operations, it is suspected that this damage was caused by the larger sized (1.5 inch) aggregates that were spread on the runway rather than the much smaller and finer aggregates.



rotorcraft

BELL 206B

SDR # 20041223005

Pitch Link Cracks

During a scheduled 100-hour inspection, an operator discovered two (2) vertical cracks on a main rotor pitch link. The cracks discovered were approximately .180 inches in length.

Transport Canada reminds AMEs of the importance of the inspection of the pitch links and a reminder that these cracks can occur. ✂

**BELL 212**

SDR # 20050125017

Collective Tube Assembly Cracked

The AME was preparing to grease the swashplate. To access some of the zerk fittings, it is easier to lift up the collective control stick. The AME was moving the collective control stick up when the ridged tube, P/N 212001181001, bent and broke in two. The breakage occurred between the two throttle grips where there is a slot in the tube for the throttle control.



engines

AVCO LYCOMING TIO-540-J2BD (PIPER PA31 350)

SDR # 20041216009

Engine Power Lost

Shortly after departure, the RH engine gradually began to lose power. The pilot shut down the engine and carried out an uneventful landing.

Initial inspection of the faulty engine found that all the teeth on the crankshaft drive gear, P/N LW10284, were missing. Further investigation revealed a broken distributor block, P/N 10 682046, which allowed the distributor gear to jump causing the engine to run progressively out of time. This would explain the gradual loss of engine power as described by the crew. The damage to the crank gear is thought to be collateral damage.

It is unknown how many hours are on the distributor block. However, the design of the distributor cap and ignition leads can impose substantial loads on the distributor block during cap removal and re-installation.

It is possible that maintenance personnel, while working in this area, may have inadvertently induced undue stresses causing a crack on the distributor cap. ✖

GARRETT TFE731 (Falcon 900B)

SDR # 20041119008

Primary Fuel Manifold Feed Line Damaged



During a scheduled oil pump replacement, severe wear was found on the primary fuel manifold feed line located near the fuel flow transmitter. Due to a lack of clearance, contact between the fuel flow transmitter inlet "B" nut and the feed lines caused the damage.



Most of this damage was caused by the cutting action of the "B" nut as it was tightened during installation of the fuel flow transmitter, which had been removed some time earlier for engine overhaul. Two of the three engines on this aircraft had similar damage.

It is possible that maintenance personnel caused this damage during installation. Falcon 900 maintainers should carry out a visual check in this area for chafed or damaged fuel lines. ✖

GARRETT TPE33110UA (Swearingen SA226TC)

SDR # 20050308010

Engine Control Centre Shaft

Upon climb out, the right engine began to surge with no response from power lever inputs. The pilot elected to carry out a precautionary shutdown and completed an uneventful landing.

Upon inspection of the engine area, the engine control centre shaft (Christmas tree) was found disconnected from the propeller governor. It was then determined that the setscrew which secures the arm, P/N 863599-1C, located between the centre shaft and the propeller governor had "backed out". This allowed the arm to disconnect from the shaft.

Closer inspection of the setscrew revealed a flat spot on it where the shaft had been wearing into the screw, due to the fact it was loose. The linkages were re-installed and an engine run-up was carried out serviceable.

The FCU was changed as a precautionary removal.



PRATT & WHITNEY CANADA PT6A-34 (DHC 3)

SDR # 20050309012

Turbine Exhaust Duct Flange Cracked

A turbo-Otter operator reported finding a cracked exhaust port flange. The purpose of this flange is to prevent leakage of exhaust gases between the turbine exhaust duct and the exhaust stack.

The crack was approximately 320 degrees around the circumference of the flange. The attachment flange itself was serviceable but the attached lip was the location of the defect.

The opposite exhaust flange was also found cracked to a lesser degree, approximately 120 degrees in circumference.

The submitter recommends that the exhaust stack be removed at the 100-hour inspection to facilitate a closer visual inspection of this area.



equipment

GRIMES MANUFACTURING COMPANY

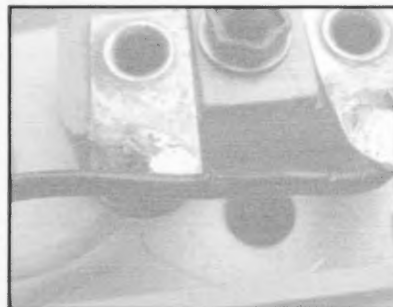
SDR # 20041208001

Battery Pack Assembly Failed

The emergency light battery pack, P/N 6104781, was removed due to inoperative emergency lights at the ceiling first three positions.



During overhaul of the battery pack, it was found that the pack had shorted out. It appears that during the last cell replacement, the connection leads were cut too short, which prevented the correct routing of the wires. When the pack was installed on the aircraft, the wires became pinched and the pack shorted out. The pack was installed one month prior to the failure.



This battery pack is installed in several different aircraft models and has been in existence for many years. Transport Canada reminds AMO's that these battery packs need to perform when required. Proper overhaul and assembly is critical for reliability. ✂

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suspected Unapproved PARTS



There were no Service Difficulty Reports (SDRs) received between 1 January and 31 March 2005 that indicated any suspected unapproved parts.

In Canada, SUPs should be reported (CAR 591.01) indicating your suspicion of an unapproved part on a regular SDR form or on the Internet at:

www.tc.gc.ca/wsdrs

equipment ADs

Transport Canada (TC) endeavours to send copies of new airworthiness directives (ADs), which are applicable in Canada to the registered owners of the affected products. Equipment/appliance ADs are often only distributed to our regional offices because the owners of aircraft affected by this type of AD are not generally known.

The following new ADs on equipment have been received by TC in the last three months. AMEs and operators of the affected products are encouraged to obtain further information or a copy of the ADs from their regional TC office, their local TCC, their PMI, or from the Civil Aviation AD website at:

<http://www.tc.gc.ca/civilaviation/certification/continuing/ad.htm>

Manufacturer	Ad Number	Origin	Description
AEROQUIP VICKERS	F-1988-132R2	FR	CANCELLATION NOTICE OF 88-132(AB)R1
AIR FILTERS	F-1990-229R3	FR	CANCELLATION NOTICE OF 90-229(AB)R2
GARMIN	2005-01-19	US	RECEPTION OF INACCURATE REPLIES DUE TO SUPPRESSION FROM GTX 330/330D MODE S TRANSPONDERS

CONGRATULATIONS...

...to Lynne M. Armistead who won our door prize at the Calgary symposium!!!!



AGING AIRCRAFT

Part IV

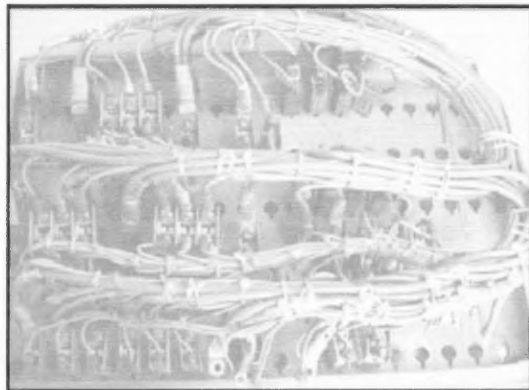
Ray Raoux, P.Eng. (ret d)

RECAP

In earlier feedback articles, a description and the rationale for the development of Enhanced Zonal Inspections were discussed. A listing of commonly found wire-related concerns was provided and the benefits of maintaining a clean wiring system was promoted as the best means that is readily available to mitigate some wire-related concerns. However, cleanliness alone cannot prevent periodic wiring incidents from occurring as it is recognized that the aging of wiring can be as detrimental as the aging of structures, for which we currently have a better understanding. When one considers the length and size of wire bundles in transport aircraft, reliance on inspecting individual wire strands to detect degradation and faults becomes unrealistic; that is why extensive research activities are underway to detect wire degradation before it can lead to an incident or accident.

CIRCUIT BREAKER OPERATION

The approach taken to addressing structural concerns was that if a component needed to be inspected



B727 Wiring Panel

repeatedly to determine when specific deterioration [wear, cracking etc.] has occurred, it was deemed better to replace that component with a better one that was not prone to the same problem rather than continue with perpetual inspections. In the case of wire systems, the circuit breakers (CB) found on aircraft are designed to function in a similar manner to those found



DHC 8 unprotected AC feed wires inside contactor box

in homes; when the current draw becomes too high [such as due to a short circuit], the temperature of the conducting portion of the wire heats up and trips the breaker, thus preventing further current flow in the wire system. If a potential ignition source can be shutdown before combustion occurs, a subsequent fire can be prevented. Current CB design is not capable of responding to intermittent arcing such as can occur when the insulation has a nick, is frayed or its electrical impedance has deteriorated due to aging; in such situations, the current draw is not high enough to trip the CB, but an ignition source remains active.

ARC FAULT CIRCUIT BREAKER

Research activity is being directed to the development, testing and certification (DTC) of arc fault circuit breakers (AFCBs) for aircraft use. In addition to protecting the wiring system from overload and short circuit conditions that a standard CB is designed to do, an AFCB incorporates software to analyze the current flow characteristics so as to detect changes such as short and intermittent current spikes that would not otherwise trip a CB. This way, an AFCB should be able to shut down an ignition source before the onset of combustion, thus

preventing more serious damage from occurring.

The development of an AFCB is not a new discovery as they have been incorporated into recently built homes. However, the challenge has been to develop them into a small enough size to replace the CBs that are currently in aircraft without requiring the redesign of the aircraft's wiring circuitry. On a trial basis, AFCBs have been incorporated into non-essential circuits of various transport category model aircraft as part of the DTC process. The ultimate goal will be to see AFCBs



Excessive bend radius on wire bundle

becoming part of the design for new aircraft and to be selectively incorporated into the circuits of current aircraft.

The design and usage of CBs have also been subjected to review. As described, CBs have

been designed for the purpose of shutting-off current under specific conditions; yet it has been found that they often have been used as an on/off switch, an application not addressed by maintenance requirements. The effects of aging have been found to affect their reliability. Accordingly, the need to periodically test CBs, to develop replacement schedules and to redesign circuitry with an appropriate switching device is being considered. The in-flight resetting of CBs has come under scrutiny with guidelines being produced stating when a CB may be reset. The concern is to ensure that reapplying power to a circuit, by flight crew resetting the CB, will not re-initiate arcing and lead to a fire that was just prevented from occurring when the CB initially tripped.

CONNECTORS

Connectors are a part of any wiring system and numerous studies have been carried out to reduce the snags that can be attributable to this part of the system. One of the major problems associated with connectors is corrosion on their electrical interfaces that can cause a particular component to non-function. In many instances, replacing an apparently non-functioning component will render the system serviceable; yet testing the removed component afterwards will fail to duplicate the reason for its removal, resulting in an unnecessary cost. It is postulated that the disconnection and reconnection associated with the replacement of a component is sufficient to remove corrosion on the electrical interfaces and restore the integrity of the circuit. Studies are underway to develop and qualify lubricant coatings for electrical interface surfaces that will offer a high degree

of corrosion protection and still maintain connector performance.

TEST DEVELOPMENT

Aging affects the capabilities of wire insulation just as it does the capabilities of aircraft structures. The insulation gradually embrittles making it more readily susceptible to cracking and wearing. The electrical characteristics also deteriorate, becoming less insulation-resistant and making them susceptible to disruptive electromagnetic interference. Humidity and hydraulic fluid can further contribute to insulation degradation. Studies are underway to correlate the effectiveness of the insulation with electrical and mechanical characteristics that can be readily measured. For example, an indentation test [which can be done in-situ on the aircraft] has been developed to correlate the depth of an indent with other mechanical properties and in turn electrical characteristics to determine the effectiveness of the insulation.

The overall objective is to develop a device [preferably handheld] that can be used by maintenance personnel to assess the condition of the wiring insulation to determine which wire or wire bundle or section of a bundle should be replaced. Various tests are being conducted to compare and evaluate the significance of electrical characteristic changes between new wires and similar wires that have been removed from aircraft to determine the best technologies for assessing the condition of wire insulation. In this regard, a handheld wire indenter has been developed to correlate



Lint Build-up

indenter measurements

with other mechanical properties and ultimately the extent of wire degradation; this probably represents just the first of many devices based on current studies that will be offered to the aviation industry to address wiring concerns.

Despite all the new and additional procedures and equipment that are developed to maintain aircraft in an airworthy state, the skills of a well trained inspector will continue to be the foundation of a sound maintenance program.✱

FAA Special Airworthiness Bulletins (SAIBs)

An SAIB is an information tool that alerts, educates, and makes recommendations to the general aviation community. It is non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD).

<http://www.faa.gov/certification/aircraft/av-info/ad/saibs.asp>

NUMBER	MANUFACTURER	MODEL/DESCRIPTION	DATE
SW-05-25	Bell Helicopter Textron Canada	206B	01/10/2005
CE-05-26	LET Aeronautical Works	L-23 Super Blanik gliders	01/11/2005
CE-05-27	Cessna	P206, U206, 207, 210, P210, T210	01/20/2005
CE-05-28	Air Tractor, Inc.	AT-502, AT-502A, AT-502B, AT-503A	01/21/2005
CE-05-29	The New Piper Aircraft, Inc.	PA-28-140, -150, -160, -180, PA-28-235, PA-32-260, PA-32-300	02/01/2005
CE-05-29R1	The New Piper Aircraft, Inc.	PA-28-140, -150, -160, -180, PA-28-235, PA-32-260, PA-32-300	02/03/2005
NE-05-30	Pratt & Whitney	T8D series turbofan engines	02/03/2005
NM-05-31	Bombardier, Inc.	CL-600-2B19	02/04/2005
CE-05-32	AeroSpace Technologies of Australia Pty Ltd.	N22B, N22S, and N24A	02/11/2005
NE-05-33	McCauley propellers that BASCO may have serviced	Propellers installed on, but not limited to, Cessna 310P, 310Q, 310R, 320D, 320F, 335, 340, 340A, 401, 401A, 401B, 414, 414A, 421B, T310P, and T310Q	02/16/2005
NE-05-34	Curtiss-Wright R-1820 engines	Engine cylinders installed on model HU-16 (UF-1), 03/01/2005 SA-16A, S-2, TS-2A, and T-28 airplanes	03/01/2005
CE-05-35	Cessna Aircraft Company, The	402C, 414A	03/04/2005
CE-05-36	Raytheon Aircraft Company	Beech 45 (YT-34), A45 (T-34A, B-45), D45 (T-34B)	03/07/2005
SW-05-37	Arrow Falcon Exporters, Inc.; AST, Inc.; Firefly Aviation Helicopter Services; Garlick Helicopters, Inc.; Global Helicopter Technology, Inc.; Hagglund Helicopters, LLC; International Helicopters, Inc.; Precision Helicopters, LLC; Robinson Air Crane, Inc.; San Joaquin Helicopters Smith Helicopters; S. M. & T. Aircraft; Southern Helicopter, Inc.; Tamarack Helicopters, Inc.; US Helicopter, Inc.; Williams Helicopter Corporation	HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P	03/17/2005
	Southwest Florida Aviation	SW204, SW204HP, SW205, and SW205A-1	
NE-05-38	Teledyne Continental Motors	(TCM) IO-240-B	03/18/2005
NE-05-39	Textron Lycoming Corp.	AEIO-360-A1B6, -A1E, -H1B	03/18/2005
NE-05-40	Textron Lycoming Corp.	AEIO-320, -360, -540, AIO-320, -360, HIO-360, IO-320, -360, -540, O-540-L3C5D, TO-360-C1A6D, -F1A6D	03/18/2005
CE-05-41	Single-Engine Piston Aircraft	Aircraft not equipped with a backup pneumatic power source	03/18/2005

NUMBER	MANUFACTURER	MODEL/DESCRIPTION	DATE
CE-05-42	Mooney Aircraft Company	M20 series	03/18/2005
CE-05-43	Sidney Conn (Balloon Works and Firefly Balloons, Inc.)	Firefly 11 hot air balloons	03/18/2005
CE-03-02R1	The New Piper, Inc.	PA-18	03/24/2005
SW-05-44	Rotorcraft	All US-Registered Rotorcraft	03/24/2005
CE-05-45	Burkhart Grob	Sailplane models Club Astir II, Standard Astir II, Speed Astir II, Speed Astir IIb	03/28/2005

FAA Unapproved PARTs Notification (UPNs)

Published by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125. UPNs are posted on the Internet at:
<http://www1.faa.gov/avr/sups/>

No. 2004-00076 issued January 18, 2005

AFFECTED PARTS

Alternators, generators, and starters.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on aircraft alternators, generators, and starters.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between August 2001 and February 2004, FLAC Industries, Inc., d/b/a Falcon Aircraft Accessories (FLAC), located at 4610 Fighter Aces Drive, Mesa, AZ 85215, improperly maintained and approved for return to service alternators, generators, and starters applicable to various types of aircraft. FLAC holds FAA Air Agency Certificate No. F8ZR871Y.

Evidence indicates that FLAC had approved for return to service starters, generators, and alternators with installed armatures, stators, and rotors that had been rewound without using FAA-acceptable or -approved data. Evidence also indicates that alternators had been approved for return to service without the replacement of parts, as required by current manufacturers' maintenance manuals.

The following table is a partial list of accessories that may have been improperly approved for return to service by FLAC.

Work Order Number	Return-to-Service Approval Date	Accessory Name	Manufacturer	Assembly Part Number	Assembly Serial Number
2361	10/17/03	Alternator	Electrosystems	ALX-8521LS	B100153
2362	09/05/03	Alternator	Electrosystems	ALX-6521LS	A122878
2472	10/29/03	Alternator	Prestolite	ALY-6522R	A111181
2503	11/10/03	Alternator	Electrosystems	ALX-9524	A041962
2547	12/30/03	Generator	Delco	1101912	FA811A
2564	12/17/03	Alternator	Prestolite	ALY-6421	FA822A
2577	12/22/03	Starter	Prestolite	MCL-6501	9K000023
2581	12/23/03	Generator	Delco	1101898	FA827A
2593	12/29/03	Starter	TCM	646238	A04239903
2594	12/29/03	Starter	Prestolite	MZ-4204	FA839A
2595	12/30/03	Alternator	Prestolite	ALY-6421	FA840A
2598	12/30/03	Alternator	Prestolite	ALY-8420	FA842A
2598-1	12/31/03	Starter	Prestolite	MHB-4018	A149604
2599	01/02/04	Alternator	Ford	DOFF10300B	FA843A

Work Order Number	Return-to-Service Approval Date	Accessory Name	Manufacturer	Assembly Part Number	Assembly Serial
2682	02/03/04	Alternator	Ford	DOFF10300J	FA873A
2700	02/10/04	Starter	Delco	1109657	4730
2701	02/10/04	Starter	Delco	1109657	9315
2564	12/17/03	Alternator	Prestolite	ALY-6421	FA822A
2577	12/22/03	Starter	Prestolite	MCL-6501	9K000023
2581	12/23/03	Generator	Delco	1101898	FA827A
2593	12/29/03	Starter	TCM	646238	A04239903
2594	12/29/03	Starter	Prestolite	MZ-4204	FA839A
2595	12/30/03	Alternator	Prestolite	ALY-6421	FA840A
2598	12/30/03	Alternator	Prestolite	ALY-8420	FA842A
2598-1	12/31/03	Starter	Prestolite	MHB-4018	A149604
2599	01/02/04	Alternator	Ford	DOFF10300B	FA843A
2682	02/03/04	Alternator	Ford	DOFF10300J	FA873A
2700	02/10/04	Starter	Delco	1109657	4730
2701	02/10/04	Starter	Delco	1109657	9315

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors should inspect their aircraft, aircraft records, and/or parts inventories for any alternators, generators, or starters approved for return to service by FLAC. Suspect products and parts installed on aircraft should be inspected for conforming to type design. If any are found in existing stock, it is recommended that the products or parts be quarantined to prevent installation until a determination can be made regarding each part's eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation and guidance regarding the above-referenced parts may be obtained from the FAA Flight Standards District Office (FSDO) given below. The FAA would appreciate any information regarding the discovery of the above-referenced parts from any source, the means used to identify the source, and the action taken to remove the parts from aircraft and/or stock.

This notice originated from the FAA Scottsdale FSDO, 17777 N. Perimeter Drive, Suite 101, Scottsdale, AZ 85255, telephone (480) 419-0330, fax (480) 419-0800; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

No. 2004-00210 issued February 1, 2005

AFFECTED PARTS

R-1820 engine cylinders.

PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding improper maintenance performed on R-1820 engine cylinders.

BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that West Coast Cylinder Works (West Coast Cylinder), located at 13907 Marquardt Avenue, Santa Fe Springs, CA 90670, improperly maintained R-1820 engine cylinders. West Coast Cylinder previously held Air Agency Certificate No. YO3R005M.

Evidence indicated that West Coast Cylinder failed to perform Fluorescent Penetrant Inspection (FPI) on certain R-1820 engine cylinders, as required by its approved process specification. The affected cylinders were either sold as spare parts or installed on engines subsequently overhauled and approved for return to service by Airpower, Inc., an FAA-certificated repair station (NS3R721L), located at 4745 Highland Springs Road, Lakeport, CA 95453.

The table below presents a partial list of cylinders that may have been improperly approved for return to service by West Coast Cylinder.

ENGINE S/N	CYLINDER S/N (AIRPOWER, INC.)	AFFECTED AIRCRAFT
BL510087	AP 5111, 5112, 5114, 5116, 5121, 5123, 5124, 5126	Grumman Albatross
BL515782	AP 5021	Grumman S-2
BL516585	AP 3753, 3758, 3764, 4497, 4869, 4883	Grumman S-2
BL516700	AP 2595, 4973, 4995	Grumman S-2
BL520708	AP 3401, 4800, 4816, 4842, 4910	North American T-28
BL520779	AP 3037	North American T-28
PC10037	AP 2139, 5036, 5038, 5039, 5041, 5042, 5051, 5052	Grumman S-2
PC10045C	AP 3323, 5059, 5066, 5068, 5074, 5077, 5078, 5079	Grumman S-2
PC10098C	AP 5001, 5003, 5004, 5005, 5006, 5022, 5024, 5025	Grumman S-2
PC10179C	AP 5034, 5035	Grumman S-2
PC10184C	AP 5044, 5065, 5069, 5075, 5076	Grumman S-2
PC10223	AP 5037, 5040, 5043, 5056, 5057, 5060, 5062, 5064	Grumman S-2
PC10245C	AP 4867, 4902, 4907, 4909	Grumman S-2
PC10259	AP 2975, 4980, 4985	Grumman S-2
PC10268C	AP 2978, 4908, 4911, 5071	Grumman S-2
W507451	AP 4988, 4989, 4990, 4991, 4992, 4993, 4994	DC-3
W507573	AP 4882, 4940, 4964, 4965, 4967	DC-3
W507589	AP 4498, 4937, 4966, 4969, 4970, 4972, 4974	DC-3

R-1820 Engine Cylinders Sold as Spare Parts:

AP 2976, 3030, 3336, 4130, 4636, 4806, 4866, 4868, 4870, 4912, 4924, 4930, 4931, 4932, 4933, 4934, 4935, 4936, 4937, 4939, 4941, 4942, 4953, 4977, 4978, 4996, 4997, 5054, 5061, 5063, 5073

RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventory for any cylinders approved for return to service by West Coast Cylinder. If any cylinders maintained by West Coast Cylinder have been installed on aircraft, appropriate action should be taken. If any are found in existing aircraft stock, it is recommended that the cylinders be quarantined to prevent installation until a determination can be made regarding their eligibility for installation.

FURTHER INFORMATION

Further information concerning this investigation and guidance regarding the above-referenced parts may be obtained from the FAA Flight Standards District Office (FSDO) shown below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the parts, the means used to identify the source, and the action taken to remove the parts from service.

This notice originated from the Los Angeles FSDO, 2250 East Imperial Highway, Suite 140, El Segundo, CA 90245, telephone (310) 215-2150, fax (310) 645-3768; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

service difficulty reports



Received by Transport Canada from
1 January to 31 March 2005

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN	MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
aircraft													
AEROSPATIALE													
AS 350B	2913	SWITCH	NE15FBATF1H	UNSERVICEABLE	20050215009	QUE	1900D	3297	CONNECTOR	MS3126F1210P	CORRODED	20050126008	ONT
AS 350BA	0000	HOSE ASSY	350A72072102	COLLAPSED	20050301001	ATL	1900D	3297	RELAY	MS24171D1	BURNT	2 SDRs	ONT
AS 350BA	5210	FIN	350A25127520		20050301011	PNR	200	0000	HOSE	1013800157	LEAKING	20050309008	QUE
AS 350BA	5530	FIN	1400200201		20050216009	ONT	200	2821	FUEL VALVE	710C4X		20050221004	ONT
AS 350BA	6230	M/R SWASHPLATE G	350A37118101	WORN	20050212003	QUE	200	5610	WINDSHIELD, LH	10138402521	HEAT U/S	20050302002	PNR
AS 350B2	0000	HYDRAULIC PUMP D	POLYV597K4	CRACKED	20050323011	QUE	206B	6322	BLOWER	206061432001	UNSERVICEABLE	20050216010	QUE
AS 350B2	0000	HYDRAULIC SERVO	SC5084		200503146J5	PNR	206B	6720	BEARING	0V4	DRIED OUT GREASE	20050130002	PNR
AS 350B2	0000	L/H REAR SUPPORT	350A25003138	CRACKED	20050321003	PAC	206B	7712	TORQUE GAGE	206075739125		20050125001	QUE
AS 350B2	0000	PHN	350A25127520		20050310004	PAC	206B	7920	OIL FILTER HOUSING	168459	LEAKING	20050107004	ONT
AS 350B2	2900	HYDRAULIC POWER			20050207004	PAC	206L	3212	VALVE ASSY	2060739155		20050214001	ATL
AS 350B2	5310	BI-DIRECTIONAL C	350A38101891	CRACKED	20050114005	PAC	206L 1	6310	SPRING	206040106001	BROKEN	20050121006	QUE
AS 350B2	5610	MAIN WINDOW	SP350110		20050113008	PAC	206L 1	0000	MAGNETIC SEAL	206040156101	LEAKING	20050321005	ONT
AS 350B2	6520	GEARBOX	350A33020005		20050308014	QUE	206L 1	2820	TACK - GENERATOR	2060763731	FAILED	2 SDRs	PAC
AS 350B3	5530	VERTICAL FIN	350A1402000901	CRACKED	20050119004	ONT	206L 1	6340	ACT FUEL DISTRIBUTOR	206076373001	STRIPPED	20050223001	PAC
AS 350D	0000	INPUT MAG SEAL	770441		20050312003	PNR	206L 1	6520	TACH GENERATOR D	206076373001	LEAKING	2 SDRs	ONT
ATR 42 300	2700	ANGLE OF ATTACK			20050119008	ONT	206L 4	7712	SEAL	406340105101	U/S	20050125002	QUE
ATR 42 300	7920	ENGINE BREATHING HOSE			20050218009	ONT	407	0000	TORQUE GAGE	206075739123		20050328001	QUE
AGUSTA							427	6400	T/R BLADE			20050215005	QUE
A109 E	0000	PISTON	M02801H003101	CORROSION	20050207003	QUE	430	6410	TAIL ROTOR BLADE			20050124005	QUE
AIRBUS							BELL TEXTRON - CAN						
A310 304	3400	CATHODIC TUBE	20662155	BURN SMELL	20050301001	QUE	206B	6322	BLOWER	206061432001	UNSERVICEABLE	20050216010	QUE
A310 308	5540	RUDDER	A5547150002200	MISSING	20050309006	QUE	206B	6720	BEARING	0V4	DRIED OUT GREASE	20050130002	PNR
A319 112	3222	AXEL SLEEVE			20050103001	ONT	206B	7712	TORQUE GAGE	206075739125		20050125001	QUE
A320 211	2700	SPOILER SERVO	31076080		20050111002	QUE	206B	7920	OIL FILTER HOUSING	168459	LEAKING	20050107004	ONT
A320 211	2913	HYDRAULIC PUMP	623977	LEAKING	20050303008	QUE	206L	3212	VALVE ASSY	2060739155		20050214001	ATL
A320 211	2916	HYD. RESERVOIR			20050222005	QUE	206L 1	6310	SPRING	206040106001	BROKEN	20050121006	QUE
A320 211	3231	OPEN SENSOR	38GA		20050222006	QUE	206L 1	0000	MAGNETIC SEAL	206040156101	LEAKING	20050321005	ONT
A320 211	7261	OIL LINE	LOOSE		20050222004	QUE	206L 1	2820	TACK - GENERATOR	2060763731	FAILED	2 SDRs	PAC
A320 232	2370	TAPPING UNIT	RDB400111	BURNT	20050124006	ONT	206L 1	6340	ACT FUEL DISTRIBUTOR	206076373001	STRIPPED	20050223001	PAC
A330 343	3231	MLG DOOR BYPASS	MRH530014D	LEAKING	20050210003	QUE	206L 4	7712	SEAL	406340105101	U/S	20050125002	QUE
A340 541	2100	AIR CONDITIONING			20050127001	QUE	407	0000	TORQUE GAGE	206075739123		20050328001	QUE
AMTR							427	6400	T/R BLADE			20050215005	QUE
AMTR	2710	NICOPRESS SLEEVE	182G	CRIMPED	20050223009	PNR	430	6410	TAIL ROTOR BLADE			20050124005	QUE
BAE - UK							BELL TEXTRON - USA						
HS 748 2B	2140	CABIN HEATER			20050119009	ONT	205A 1	6220	LEVER	212010301001	NEW	20050217006	PNR
HS 748 2B	3200	LANDING GEAR SYS			20050119007	ONT	212	1420	CANNON PLUG CONN	MS3122E106PW	MISLOCATED	20050304002	ONT
3112	5754	BRACKET	1372030857	CRACKED	20050308012	PNR	212	5302	FITTING	212030158001	CRACKED	20050209006	QUE
BAE - USA							212	6300	COUPLING INNER	212040687001	PITTED	20050110003	PNR
BAE 125 800A	2100	SLEEVE	BAS16346416	DISCONNECTED	20050215010	QUE	212	6710	COLLECTIVE TUBE	212001181001	BROKEN	20050125001	PAC
BAE 125 800A	2730	ELEVATOR CONTROL			20050215011	QUE	214B	6710	SUPPORT ASSEMBLY	204001700001	BROKEN	20050309010	PAC
BAE 125 800A	3246	NUT	FN22A524	NEW	20050131008	PNR	214ST	6710	TUBE ASSEMBLY	214001023101	UNSERVICEABLE	20050309001	QUE
BAE 125 800A	3400	AHRS			20050225004	QUE	412CF	6220	NUT, SELF-LOCKING	NAS10222A8		20050307010	QUE
BEECH							47G4A	6220	MAIN ROTOR GRIP	47120252011	REJECTED	2 SDRs	ONT
A100	0000	HOSE	20701700	LEAKING	20050303005	QUE	BELLANCA						
B200	2910	TUBE, BRAKE HYDR	1015800241	UNSERVICEABLE	20050127007	PNR	8GCBC#	3210	GEAR LEG (LEFT)	71461L	DE-LAMINATION	20050211001	PNR
B200C	5411	FUSELAGE FRAME			20050117001	ONT	BOEING						
B300	0000	ARM	1015240381	NEW	20050315010	ATL	727 217	3211	BOLT	69186803	BROKEN	20050318003	ONT
B300	0000	BEARING	MS289135	NEW	20050315001	ATL	727 217	5513	PLATE ASSEMBLY	653120043	FAILED	20050203002	ONT
B300	3320	RECEPTACLE	8677822	BURNT	20050120011	PAC	727 223	2450	AC POWER DISTRIBUTOR			20050215001	PAC
B60	2730	ELEVATOR CONTROL SYSTEM		BROKEN WIRES	20050228008	ONT	727 223	2932	TRANSMITTER - QT	106055410	STICKING	20050111004	ONT
C90	0000	COMPRESSOR BLEED	310082903	DIAPHRAM RUPTURE	20050317001	ONT	727 225	5270	SWITCH	21EN96	FAILED	20050214003	ONT
C90	5610	CO-PILOT WINDSCREEN	5042006932	CRACKED	20050207006	PAC	727 233	3220	NLG DOWN LOCK AC	H1010153	INTERMITTENT	20050119003	PNR
C90A	0000	COUPLING	115811026	WORN	20050311003	ONT	727 233	3233	TRANSFER CYLINDER	69141062	INTERMITTENT	20050203005	PNR
C90A	2730	BUSHING	106740X2F0250	FAILED	20050308007	ATL	727 243	2700	CABLE END BEARING	414001410	BROKEN	20050211005	PAC
C90A	5610	INNER LAYER	10138402523		20050120007	ONT	727 247	5610	L2 SLIDING WINDOW	B275600101A	CORD ARCING	20050322008	PNR
D95A	5520	ELEVATOR CONTROL	956100054	CRACKED	20050127002	PNR	727 260	2750	SLAT	651622292	FAILED	20050105003	ONT
100	0000	FITTING - WING	501200734	CRACKED	20050323012	PAC	737 209	3221	GUSSET	654581945	CRACKED	20050111001	ATL
100	2730	SUPPORT ELEV.CNT	1156100181	CRACKED	20050204001	PAC	737 209	5310	NIL/UNKNOWN			20050125010	ATL
100	5341	FITTING MAIN SPA	501200742	CRACKED	20050223012	PAC	737 210C	4830	AUXILIARY POWER			20050211007	PNR
100	5610	CO-PILOT WINDSCREEN	5042006936	CRACKED	20050112002	PAC	737 210C	5620	EYE BROW WINDOW	58935734	CRACKED	20050119011	PAC
1900C	3230	ACTUATOR, NLG	11238002223	LEAKING	20050126011	PNR	737 201	5300	FUSELAGE			20050329003	ATL
1900C	3246	BEARING	1368520629	FAILED	20050125012	ATL	737 210C	7500	AIR MIX CHAMBER	65544702	SEPARATED	20050204002	ONT
1900D	0000	SWITCH	1013644662	NORMAL	20050323006	ONT	737 242C	2200	PITOT LINE DISCO	66024F224Q160	DISCONNECT FAIL	20050121003	PNR
1900D	2750	RELAY	SM5007	INTERMITTENT	20050307012	ONT	737 248C	2710	BALANCE WEIGHT	65C25920		20050120002	ONT
1900D	2900	SELECTOR VALVE	847898	INTERMITTENT	20050217005	PAC	737 296	5310	NIL/UNKNOWN			20050125007	ATL
1900D	3230	MOTOR	571302	SHORTED	20050228006	ONT	737 522	1000	BOLT			20050113001	ATL
1900D	3230	RELAY	MS24171D1	CONTACTS BURNT	20050222002	ATL	737 522	5600	WINDOW ASSY	58935733	SHATTERED	20050329002	ATL
							737 7CT	5753	SLAT SUPPORT ARM		PUNCTURED	20050316003	ATL
							737 7CT	2330	SEAT ELECTRONICS	3042865102	HOT	20050221003	PNR
							757 236	3400	EQUIPMENT COOLING	5401100003		20050317007	PNR
							757 258	2421	GENERATOR, (IDG)	736664E		20050128005	ONT
							757 28A	2910	HYDRAULIC MOTOR	887087	LEAKING	20050114003	PAC
							767 233	2740	BALL SCREW ACT.	PN0411	CORRODED	20050215002	QUE
							767 233	2742	BALL SCREW ACT.	PNB18834	CORRODED	20050214006	QUE
							767 233	3260	SENSOR	S258	BROKEN	20050224003	QUE
							767 375	053N	OVEN	6253190003		20050111003	QUE
							BOEING HELICOPTERS						
							234	0000	FUEL TANK VENT			20050315012	PAC
							BOMBARDIER						
							BD 100 1A10	2436	DCMP	9555805		20050126002	NCR
							BD 700 1A10	2420	RAT DOOR LINKAGE	GL45615011	BENT	20050303013	NCR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN	MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
CANADAIR							560	0000	DOOR SEALS	99120754	LEAKING	20050315007	PAC
CL215 6B11(CL415)	0000	TRIM MOTOR	215900014		20050308016	NCR	560	0000	SOLENOID VALVE	66720	LEAKING	20050315008	PAC
CANADAIR							560	2435	STARTER/GENERATOR	300SG42982	FAILED	20050104009	PAC
CL215 6B11(CL415)	0000	FITTING HOR/STAB	215231096	APPARENT DEFECT	20050324010	QUE	560	3160	RMJ	7012100825	FAILED	20050104007	PAC
CL215 6B11(CL415)	2720	215T24296-8		BROKEN	20050120003	QUE	560	3240	SHUTTLE VALVE ASSY	195183	UNSERVICEABLE	20050317006	PNR
CL215 6B11(CL415)	3246	TGE(DOWEL PIN)	20209	CASSIE	20050228002	QUE	560	3242	BRAKE ASSEMBLY	21956	FAILED	20050104008	PAC
CL215 6B11(CL415)	6240	ACTUATING BOLT	NAS428	CASSIE	20050118001	QUE	560	3425	MAGNETO METER	501182601	FAILED	20050104006	PAC
CL600 1A11(600)	3400	UPPER ELEC. BAY	6003303913	DISTORTED	20050125011	ONT	560XL	0000	UPLCOT SWITCH	65430087	FAILED	20050324009	ONT
CL600 2A12(601)	1000	COWL ANTI ICE VALVE	601970975	FAILED	3 SDRs	QUE	560XL	2910	HYDRAULIC LINE	661705213	CRACKED	20050120006	PNR
CL600 2A12(601)	2424	EXTERNAL POWER	7208460		20050222008	QUE	750	3213	LINK PIN ASSY	67410172	CORRODED	2 SDRs	PNR
CL600 2A12(601)	3234	NLG SELECT VALVE	555405	PINS LOOSE	20050215012	ONT	CIRRUS						
CL600 2A12(601)	3400	UPPER ELEC. BAY	6003303913	DISTORTED	3 SDRs	ONT	SR22	2730	ELEVATOR ASSY LH	10146005	RESTRICTED	20050202006	ONT
CL600 2B16(601 3R)	0000	LANDING GEAR CONTROL			20050324002	NCR	CONAIR						
CL600 2B16(604)	3320	FLUORESCENT LAMP	AL1235T490	BURNT ON END	20050127004	ONT	FIRECAT	0000	REDUCER FITTING	89CM102131	CRACKED	20050321002	PAC
CL600 2B19(RJ)	2120	SENSOR - DUCT	7546911	SEPARATED	20050112007	PAC	CONVAIR - CAN						
CL600 2B19(RJ)	2400	AC UTILITY	D1822A		20050223013	PAC	340	0000	WINDOWPANE	34031103078	BLEW OUT	20050329014	PAC
CL600 2B19(RJ)	2420	IDG			20050115001	NCR	340	3213	AXLE			20050117006	PAC
CL600 2B19(RJ)	2611	APU			20050301006	QUE	DASSAULT						
CL600 2B19(RJ)	3213	MAIN LANDING GEAR	17002110	CRACKED/SEPERATE	20050110002	QUE	FALCON 10	0000	FUEL FLOW DIVIDE	39439611	LEAKING	20050322009	ONT
CL600 2B19(RJ)	3251	RYDT			20050303009	QUE	FALCON 20	7230	ENGINE	CF700202	FOD	20050126010	PNR
CL600 2B19(RJ)	3300	LIGHT BALLAST	BR900022		20050114001	QUE	FALCON 20	7321	FUEL CONTROL UNIT	5001T39G39G29	LEAKING	2 SDRs	VAR
CL600 2B19(RJ)	4920	APU			20050312001	NCR	FALCON 200	3260	LDG GEAR MICROSWITCH		FAILED	20050308003	PNR
CL600 2B19(RJ)	5210	BOLT	NAS620754D	SEIZED	20050215008	ATL	FALCON 900	7322	FUEL CONTROL/REC			20050117009	ONT
CL600 2B19(RJ)	5610	WINDSHIELD			3 SDRs	VAR	FALCON 900B	0000	ANTI-ICE VALVE	6911B030100	VALVE FAILURE	20050324007	ONT
CL600 2B19(RJ)	5740	WING ATTACH FITTING		SEPARATED	20050216006	PNR	FALCON 900B	0000	GPWS INVERTER			20050324005	ONT
CL600 2B19(RJ)	7200	ENGINE			20050114002	QUE	DEHAVILLAND - CAN						
CL600 2B19(RJ)	7350	GEARBOX		MAKING METAL	20050228001	ATL	DHC 2 MKI	2731	ROD - ELEVATOR T	C2T474	FAILED	20050303011	PAC
CL600 2B19(RJ)	7313	FUEL NOZZLE INJECTOR			20050209007	NCR	DHC 2 MKI	3246	STRUT ASSY	58S923	CORRODED/EXPLOATED	20050228005	PAC
CL600 2B19(RJ)	7500	14TH STAGE DUCT		LOOSE	20050303007	QUE	DHC 2 MKI	5300	REPAIR MANUAL	PSM123	THICKNESS	20050315006	PAC
CL600 2C10(RJ)	2150	AIR CYCLE MACHINE	GG67095009	SEIZED	2 SDRs	QUE	DHC 3	3250	CABLE	C3UF609	BROKEN	20050208004	PAC
CL600 2C10(RJ)	2530	GALLEY FAN	GG670950283	SHORTED	20050303001	NCR	DHC 6 100	2720	BRACKET ASSY	C6CF10221	RUSTED THROUGH	20050323010	PAC
CL600 2C10(RJ)	2824	EJECTOR	T96B38601		20050310005	QUE	DHC 6 100	2820	TUBE ASSY - WELD	C6PF10761	CORRODED/LEAKING	20050207001	PAC
CL600 2C10(RJ)	5315	CROSSBEAM	CG070341757	CORRODED/CRACKED	2 SDRs	QUE	DHC 6 200	5753	FORE FLAP			20050128007	PNR
CL600 2C10(RJ)	5610	CAPTAIN SIDE WINDOW	NP1393225	SHATTERED	20050303002	VAR	DHC 6 300	2710	FAIRLEAD	CSP1352		20050328003	NCR
CESSNA							DHC 6 300	2740	BRACKET - HINGE	C6TPM10215		20050224007	PNR
A152	5511	L/H INBD RIB LEAD	043200146	CRACKED	20050308004	QUE	DHC 6 300	2820	ADAPTER	C38214	CORROSION	20050221002	NCR
A185E	3200	BRACKET	071349564	CRACKED	20050320001	PAC	DHC 6 300	3220	NLG SHOCK STRUT	16700109	BROKEN OFF	20050120005	NCR
A185E	5510	REINFORCEMENT	07321014	CRACKED	20050225003	QUE	DHC 8 102	0000	AHRS	7003360941	UNSERVICEABLE	20050331003	PAC
A185F	0000	BATTERY			20050329012	PNR	DHC 8 102	2120	PRESURIZATION	21178041		20050211008	PAC
A185F	3210	GEARBOX	071349561	CRACKED	20050218001	PNR	DHC 8 102	2435	DRIVE END BEARING	03600923	IN PIECES	20050201003	ATL
T210K	5551	DOUBLER AFT SIDE	12120031	CRACKED	20050302004	PAC	DHC 8 102	2450	REMOTE CONTROL		ARCING DAMAGE	20050107005	ATL
T210N	8530	PISTON			20050125015	PNR	DHC 8 102	2560	CELL	552196	BURNT	20050215003	ATL
U206G	5551	DOUBLER AFT SIDE	12120031	CRACKED	20050302003	PAC	DHC 8 102	2913	INPUT SHAFT	570717	SHEARED	20050107007	ATL
U206G	5412	BULKHEAD	12134121318	CRACK	20050305003	PAC	DHC 8 102	2915	PRESSURE RELIEF	1849		20050125000	ATL
152	0000	BRACKET	04320049	CRACKED	20050322003	PAC	DHC 8 102	3240	EMERG PARKING BRAKE	58S70	FAILED	20050307008	ATL
152	0000	L/H LEADING EDGE	043200146	CRACKED	20050308006	QUE	DHC 8 102	3242	BRAKE ASSY	214665	SEIZED	20050128009	PAC
152	0000	R/H LEADING EDGE	04320016	CRACKED	20050308005	QUE	DHC 8 102	3251	STEERING LINK ASSY	89891	BROKEN END	20050321001	ATL
172L	3340	LAMP	4522	UNSERVICEABLE	20050310003	PAC	DHC 8 102	3300	LAMP SUPPORT	BV033000220	MELTED	20050309005	ATL
172M	2820	LINE ASSEMBLY	050011874	WORN	20050218005	QUE	DHC 8 102	3350	CELL	5521981	BURNT	20050215007	ATL
172M	3250	BALL JOINT	C109	BROKEN	20050218006	QUE	DHC 8 102	3444	PROXIMITY SENSOR	841101	BROKEN	20050303010	ONT
172M	5200	LOWER DOOR POST		CRACKED	20050301008	PAC	DHC 8 102	3460	FLIGHT GUIDANCE	7003974730	FAILED	20050330003	PNR
172M	5753	INBD SUPPORT ARM	05239011314	WORN	20050204004	ONT	DHC 8 102	5755	BRACKET	85710559001		20050106002	ATL
172N	5200	DOOR POST LH		CRACKED	20050304003	PAC	DHC 8 102	6120	PROPELLER ACTUATOR			20050212001	PAC
172N	5510	SPAR ASSY	053200198	CRACKED	20050202004	ONT	DHC 8 102	7170	HOSE ASSEMBLY	DSC1975	BLOCKED	20050314001	QUE
172N	8530	CAMSHAFT/LIFTERS	LW16512LW16812	SPALLED LIFTERS	20050223011	ONT	DHC 8 102	7321	ECU	7896426009	CORRODED	20050121009	PAC
172S	2432	ALTERNATOR CONTACT	X05100871	INTERNAL DAMAGE	20050308013	ONT	DHC 8 200	7600	SHUTTLE	87620130101	BROKEN	20050126006	NCR
172S	2730	ELEVATOR CABLE	0510105308	BROKEN STRANDS	20050121004	ONT	DHC 8 300	3340	PULSELITE CONTROL	2401		20050128002	QUE
172S	5511	SPAR ASSEMBLY	053200198	CRACKED	20050209004	QUE	DHC 8 300	2435	STARTER GENERATOR	23088008	STATOR OPEN	20050221007	NCR
208B	2752	FLAP ACTUATOR	C1450046	WORN, BINDING	20050120012	PNR	DHC 8 300	2910	LINE	DSC252540124		20050211004	NCR
208B	5710	NUT	MS1782612	FRACTURED	20050223004	ONT	DHC 8 300	2910	UNION	AN81510D	FRACTURED	20050113004	NCR
208B	7120	ENG MOUNT RING	265102215	CRACKED	20050201002	ONT	DHC 8 301	2710	PULLEY ASSY	MS202203	WORN	20050121007	PAC
208B	7160	ENGINE	PT6D114	SERVICEABLE	20050311005	PNR	DHC 8 301	2721	SPRING ASSEMBLY	82760050005	OUT OF ADJUSTMEN	20050110005	ATL
310Q	2710	AUTOPILOT CLAMP	08615201	FAILED	20050224005	PNR	DHC 8 301	5711	FASTENERS	BACC308K5	CRACKED	20050308008	PAC
310R	8520	ENGINE	05020M	NO OIL PRESSURE	20050218011	QUE	DHC 8 311	2435	DRIVE END BEARING	03600923	IN PIECES	20050126012	ATL
421C	3200	LANDING GEAR SYSTEM			20050118005	ONT	DHC 8 311	2910	TUBE, RIGID	82910009175	LEAKING	20050208006	PAC
425	2120	FLOW CONTROL VALVE	781904	FAILED	20050301005	ONT	DHC 8 311	3241	WIRE	324612CC225	SHORT TO SHIELD	20050121010	PAC
425	2121	FAN BLADE	09040022	FAILED	20050127006	ONT	DHC 8 311	3242	BRAKE ASSY	21517	SEIZED ADJUSTER	20050211006	PAC
441	2190	BY-PASS VALVE	5475712	MOTOR FAILED	20050118004	PAC	DHC 8 311	3261	LIMIT SWITCH	DSC167	CORRODED	20050120011	PAC
441	3213	NLG TRAILING LINE	57411405	WRONG PART	20050125006	PNR	DHC 8 311	5270	SENSOR	864202	OUT OF ADJUSTMEN	20050110009	PAC
550	2435	BEARING, COMMUTA	03601018	DESTROYED	20050202005	ONT	DHC 8 311	5542	SKIN	85540063101	CRACKED	20050222001	ONT
550	2822	LINE ASSEMBLY	652635537	WORN	20050314003	QUE	DHC 8 311	5730	WING PANEL ASSY	8711802005	LOOSE SCREWS	20050125016	PAC
550	3233	SWITCH	91929	FAILED	20050117002	ONT	DHC 8 400	2913	ENGINE DRIVE PUMP	6617302	HOUSING CRACKED	2 SDRs	NCR
550	3340	ELECTRICAL CONNECTOR		BURNT PIN, WIRE	20050121001	ONT	DHC 8 400	3210	CABLE	485023	CHAFED	20050317002	NCR
560	0000	DIRECTIONAL GYRO	402057723	FAILED	20050315009	PAC	DHC 8 400	7120	CORE ASSY	19949501	CRACK	20050117003	NCR

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
DHC 8 400	7310	FUEL OIL HEATER			20050307005	QUE
DHC 8 402	7220	ROTOR/LP COMPRESSOR	304865101	ONE BLADE BENT	20050124012	QUE
DIAMOND - CAN						
DA 20 C1	2752	SPLINE SEAL	UNKNOWN	LOOSE	20050225005	ATL
DOUGLAS						
DC9 83	0000	NIL/UNKNOWN			20050124004	QUE
DC9 83	2350	AUDIO INTEGRATING			20050201005	QUE
DC9 83	2913	ENGINE DRIVEN PUMP			20050210004	QUE
DC9 83	3040	NIL/UNKNOWN			20050121002	QUE
DC9 83	3200	NIL/UNKNOWN			20050124009	QUE
DC9 83	3220	NIL GROUND INTER			20050210002	QUE
DC9 83	3241	TRANSDUCER, ANTI-SKID			2 SDRs	QUE
DC9 83	3244	NOSE WHEEL ASSY	95502675	OVER INFLATED	20050117004	QUE
DC9 83	5210	LATCH	AM767BA	BROKEN	20050125014	QUE
DC9 83	5320	INTERCOSTAL	99118755	ORIGINAL	20050218008	QUE
DC9 83	7200	ENGINE-TURBINE			20050308011	QUE
DC9 83	7711	ENGINE PRESSURE RATIO			4SDRs	QUE
DC9 83	7920	OIL PRESSURE LINE	7938314501	CRACKED	20050308002	QUE
DC9 83	8012	START	VALVE39279621		20050103002	QUE
EMBRAER						
EMB 110P1	6122	PROPELLER GOVERNOR	8210002	UNCONTROLLABLE	20050207002	ONT
EUROCOPTER FRANCE						
EC 120 B	5510	HORIZONTAL STABILIZER	C551S1101052	LOOSE MOUNT	20050216007	ONT
EC 130 B4	5610	COPILOTS WINDSCREEN	350A25900000	CRACKED	20050112001	ONT
EC 130 B4	5630	SLIDING DOOR WINDOW	SPSEC130811	CRACKED	20050112003	ONT
FOKKER - ND						
F.28 MK0100	1200	SERVICING			20050214004	QUE
F.28 MK0100	2100	AC SYSTEM			20050301007	QUE
F.28 MK0100	2730	CONTROL UNIT ELEMENT			2 SDRs	QUE
F.28 MK0100	2910	PACKING			20050104001	QUE
F.28 MK0100	3425	FLIGHT DISPLAY UNIT	6228047541	INTERNAL FAILURE	2 SDRs	QUE
F.28 MK0100	3810	WATER LINE			20050125004	QUE
F.28 MK0100	4950	APU BLEED AIR SYSTEM			20050125005	QUE
F.28 MK0100	5610	WINDSHIELD ASSY			2 SDRs	QUE
F.28 MK0100	7500	GASKET	EU15969	DAMAGED	20050225001	QUE
F.28 MK0100	7540	BLEED AIR INDICATOR			20050209003	QUE
F.28 MK0100	7540	SWITCH-SHROUD OVERHEAD			20050218007	QUE
FOUND BROS						
FBA 2C1	0000	FINLET	V201	UNKNOWN	20050318002	ONT
GRUMMAN - FR						
GA 7	0000	BOLT	0690200	BROKEN	20050310001	PNR
HARVARD						
2	0000	ROD ASSEMBLY	5252315	CRACKED	20050329011	ONT
2	0000	UNIVERSAL JOINT	1952642	WORN	20050329001	ONT
HAWKER SIDDELEY-JK						
HS 748 2A	2730	LEVER ASSY - ELEMENT	298G3096	CRACKED	20050301003	PNR
HS 748 2A	7310	PIPE ASSEMBLY	RK38458A	BROKEN	20050315002	QUE
HUGHES						
369D	6210	M/R BLADE	369D21100523	U/S	20050306001	PAC
369D	6310	COUPLING	369H5660		20050215006	PNR
KAMOV						
KA32A11BC	6320	MAIN GEARBOX	BP252	CHIP LIGHT	2 SDRs	PAC
KA32A11BC	6710	BELLCRANK	D2A201030C	CRACKED	20050228012	PAC
LAKE						
LA 4	5510	LH FITTING	2220021	CRACKED	20050121005	ONT
LEARJET						
35	3233	ACTUATOR	23271004	BY-PASSED	20050124001	QUE
35	3244	TIRE	178K235	CUT	20050316006	QUE
45	3243	BRAKE CONTROL UNIT	429333	FAILED	20050210001	QUE
45	5514	LOWER TORQUE LINE	4555301480003	U/S	20050224006	ONT
45	7500	SWIVEL JOINT	42302200		20050217002	PAC
LOCKHEED						
C130A	5753	BEARING	CB17663	FAILED	20050106001	PNR
382G	5740	DRAG ANGLE			20050214007	ONT
MITSUBISHI - JN						
MU 2B36	3242	MIXING VALVE	035A930011	CONTAMINATED	20050120001	PAC
MOONEY						
M20C	0000	TACHOMETER SHAFT	SL76121	SEPARATED	20050322001	PNR
PIAGGIO						
P180 AVANTI	0000	CABLE ASSY	80155104901	WORN	20050324011	ONT
P180 AVANTI	2400	TB-10	MS2721265	BURNT	20050307011	ONT
PILATUS - SW						
PC 12 45	0000	FLAP SYSTEM			20050324001	ONT
PC 12 45	2435	GENERATOR	524321215		20050105009	ONT

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
PC 12 45	2750	DRIVE ARM	527521214	BENT/CRACKED	20050310002	ONT
PC 12 45	2750	FLAP		FAILED	20050303004	QUE
PC 12 45	2752	FLAP ACTUATOR	9787320309		20050215013	ONT
PC 12 45	3160	DISPLAY UNIT	066031252500		20050224013	ONT
PC 12 45	3211	SPECIAL BOLT	5321012077	BROKEN	20050107002	PNR
PC 12 45	3242	MLG BRAKE	9595601511	GOOD	20050224001	ONT
PC 12 45	3411	WIRING		BROKEN WIRE	20050216002	ONT
PC 12 45	5530	VERTICAL STAB		CRACKED SKIN	20050315011	ONT
PC 12 45	5610	FRESH AIR NOZZLE	9599122104	LOOSE	20050303012	ONT
PIPER						
PA28 140	0000	WING SPAR	6207007	CORROSION	20050329006	ONT
PA31	2121	SWITCH	4878621CH214	DEFECT/USE	20050223005	QUE
PA31	2421	ALTERNATOR			20050121008	PNR
PA31	2450	CIRCUIT BREAKER	5AMP	VOLTAGE DROP	20050110004	ONT
PA31	2910	PUMP-HYDRAULIC	1213HBG310	CRACKED	20050106003	PNR
PA31	3221	BOLT	AN17413		20050130001	PNR
PA31 325	3422	HSI	40001728513	NEEDLE STUCK	20050124008	PNR
PA31 350	1210	ADAPTOR	5379700		20050105014	PNR
PA31 350	2810	FUEL TANK	461713	LEAKING	20050119010	ATL
PA31 350	3220	LINK	40336000	CRACKED	20050221005	PNR
PA31 350	3230	CH LOKK HOOK ASSY	4179702/03	FROZEN	2 SDRs	ONT
PA31 350	5320	CHANNEL	4070200	CRACKED	20050128003	PNR
PA31 350	5521	RIB	437430001		20050227001	PNR
PA31 350	7320	HEATER FUEL REGU	A23D047	LEAKING	20050114004	ATL
PA31T	0000	1/8 MLG DR ACT B	46357000001	CRACKED	20050329013	ONT
PA31T	2436	VOLTAGE REGULATOR	PA31T	SOCKETS WORN	20050308019	ONT
PIPER AEROSTAR						
PA60 600	0000	FORWARD INBOARD	220000021	CRACKED	20050225007	PNR
PA60 600	5530	INBOARD DOUBLER	220000033	CRACKED	20050225006	PNR
ROBINSON						
R44	0000	INPUT YOKE SPLINE		DAMAGED	20050318001	PNR
SAAB						
340B	3230	LANDING GEAR RET			20050113005	PNR
SHORT&HARLAND						
SD3 60	3230	FLEXIBLE PRESSURE	SD3730311	RUPTURED	20050104005	PAC
SIKORSKY						
S61L	5302	LOWER WEB	S612066120		20050104011	PAC
S76A	0000	PRESSURE TRANSDUCER	7645001078120	NA	20050323001	PAC
SWERINGEN						
SA226TC	0000	FUEL CONTROL UNIT	8978017	FAILED	20050317004	PNR
SA226TC	7310	SHAFT	B99193	LOOSE	20050308010	PNR
SA226TC	7520	OIL FILTER ADAPTOR	8941172	CRACKED	20050105015	PNR
SA227AC	0000	NOSE GEAR ASSEMBLY			20050308017	ONT
SA227AC	0000	NOSE WHEEL STEERING			20050322007	ONT
SA227AC	0000	PROP SHAFT BEARING	31028851	WORN	20050330001	ONT
SA227AC	2612	FIRE DETECTOR	1734361450	FAULTY	2 SDRs	ONT
SA227AC	2910	FLAP UP HYD LINE	278100322040	CHAFED	20050308018	ONT
SA227AC	3244	MAIN WHEEL TIRE	GOODYEAR	DISINTEGRATED	20050124013	ONT
SA227AC	5610	RH HEATED WINDSHIELD	2119441004	SHATTERED	20050113007	ONT
SA227AC	6113	PROPELLER	4HFR34C652		20050113006	ONT

engines

ALLISON	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN
AE-3007A1/3	7230	ENGINE			20050107003	QUE
250-C20	7250	TURBINE SECTION			20050314004	PAC
250-C20	8012	START BLEED VALV			20050104010	PAC
250-C20B	0000	PC SAFETY VALVE	250954106	BROKEN	20050329015	PAC
250-C20B	7120	CHANNEL	206031302189	CRACKED	20050216008	ONT
250-C20B	7230	ADAPTER COUPLING	230397911	FRETTING/WEAR	20050308009	QUE
250-C20B	7250	COUPLING	6870832G	CORRODED	20050225002	PNR
250-C20B	8300	2 1/2 BEARING	6850914		20050312002	PNR
250-C30S	7250	TURBINE ASSEMBLY	23031925		20050105005	QUE
250-C47B	7240	COMBUSTION LINER	23064570	CRACKED	2 SDRs	PAC
AVCO LYCOMING						
HO-360-C1A	7314	ENGINE DRIVEN FUEL	LW15473	LOOSE BOLTS	20050208007	ATL
IO-360-C1C6	8520	CAMSHAFT		WORN	20050105007	ONT
LTO-540-J2BD	8520	CRANKCASE ASSEMBLY	11F20022D3	SUSPECT CRACKS	20050228009	PNR
O-320-B2C	7414	DISTRIBUTOR GEAR		TWO TEETH MISSING	20050105002	ONT
O-320-D2J	7414	SLICK MAGNETO	4371	CRACKED	20050105001	PNR
O-320-E2D	8500	PRIMER LINE			20050301010	PNR
O-320-H2AD	8530	CAMSHAFT/LIFTERS	LW16512LW16812	SPALLED LIFTERS	20050223010	ONT

MAKE/MODEL	JASC	PART NAME	PART NO.	MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RGN	
O-360-F1A6	8530	CYLINDER	LW12427	CRACKED	20050222010	PNR	PW123	7920	ENGINE	20050105010	QUE
O-540-E4C5	8530	ENGINE			20050311002	PNR	PW123B	7250	ENGINE	20050105006	ATL
TIO-540-A2B	8500	CONTROLLER	LW1064485	EXCESS WEAR	20050219001	PNR	PW123E	7250	INTER TURBINE AI	20050209005	NCR
TIO-540-A2B	8500	ENGINE		FAILED	20050105004	QUE	PW124B	7830	ENGINE	20050124010	QUE
TIO-540-J2BD	7414	MAGNETO BEARING	10382971	SEIZED	2 SDRs	PNR	PW125B	7312	FUEL HEATER	20050213008	QUE
TIO-540-J2BD	8530	ENGINE	TIO540J2BD	CRACK CRANKCASE	20050218010	QUE	PW125B	7320	HYDROMECHANICAL	20050307003	QUE
BOMBARDIER ROTAX							PW127	7200	ENGINE	2 SDRs	QUE
912 F3	1400	STARTING SPRING	AG852401	LOOSE	20050301002	PAC	PW127	7250	HPT BLADES	20050223003	QUE
GARRETT							PW127B	7230	ENGINE	20050307006	QUE
TFE731-2-2B	0000	OIL COOLER TUBE	9919330726361	PUNCTURED/CHAFED	2 SDRs	QUE	PW127E	0000	ENGINE	20050329009	QUE
TFE731-40R-200G	7200	ENGINE			20050321007	ONT	PW127F	7200	ENGINE	20050307007	QUE
TFE731-5BR-1C	7500	TRANSFER TUBE	30748451	SEPARATED	20050124007	PAC	PW127F	7931	ENGINE OIL PRESSURE	20050110007	QUE
TPE331-10UA	7900	OIL FILTER ADAPTOR	8941172	CRACKED	2 SDRs	PNR	PW150A	6100	TORQUE SHAFT	20050221001	NCR
TPE331-10UA	8300	PLANETARY CARRIE	8679225	CRACKED	20050307013	PNR	PW150A	7200	TORQUE TUBE	20050221006	QUE
TPE331-10UGR	2434	STARTER GENERATOR	23079009	FAILED	20050131004	PNR	PW150A	7230	ENGINE	20050214005	QUE
TPE331-10UGR	7200	ENGINE	TPE33110UGR513H	FAILED	20050131006	PNR	PW150A	7920	NO.2 ENGINE	20050228001	NCR
TPE331-10UGR	7900	ENGINE	TPE33110UGR516H	FAILED	20050131007	PNR	PW206B	7321	FUEL MANAGEMENT	20050307004	QUE
TPE331-10UGR	8300	ACCESSORY DRIVE	31024001	STUD FAILURE	20050217003	ONT	PW206C	7250	ENGINE	20050112005	QUE
TPE331-11U-612G	6100	PROP CARBON SEAL	31025751	CRACKED	20050204003	ONT	PW305A	7532	P2.8 SENSE LINE	20050105012	QUE
TPE331-4-252B	7240	PLENUM	8939735	CRACKED	20050321006	QUE	PW305A	7920	ENGINE	20050126009	QUE
GENERAL ELECTRIC							PW305B	0000	FUEL TUBE	20050323005	QUE
CF34-3B	7510	ENGINE ANTHICE VALVE	601970977	DOES NOT OPEN	20050322004	QUE	PW306A	7200	ENGINE	20050221009	QUE
INTERNATIONAL AERO							PW308C	7200	ENGINE	20050221010	QUE
V2500-A1	7230	ENGINE			20050321004	ONT	PW530A	7200	ENGINE	20050224010	QUE
PRATT & WHITNEY-CAN							PW530A	7321	FUEL CONTROL UNIT	20050126004	QUE
JT15D-1A	7210	ENGINE		FAILED	3 SDRs	ATL	PW545A	7200	HYDROMECH.FUEL	20050107001	PNR
PT6A-11AG	7100	ENGINE			20050213005	QUE	PW545B	7200	ENGINE	20050224008	QUE
PT6A-11A4	7200	ENGINE			20050126001	QUE	R-2800	8540	BOLT	272225	BROKEN
PT6A-11A4	0000	ENGINE			20050323004	QUE	PRATT & WHITNEY-USA				
PT6A-11A4	7200	ENGINE			20050126005	QUE	JT8D-15	7920	TUBE ASSEMBLY	81196501	SEPARATED
PT6A-11A4	7230	RETAINING RING	3020159	DEFORMED	20050317003	ONT	JT8D-17	7920	OIL FILTER HOUSING	MS124776	LOOSE
PT6A-11A4	7250	ENGINE		FAILED	20050315003	ATL	JT8D-17	7932	STUD	547344P3	LOOSE
PT6A-11A4	7931	ENGINE		FAILED	20050211002	ATL	JT8D-219	7200	ENGINE		
PT6A-135	7200	ENGINE			20050224011	QUE	JT8D-9A	7230	NO. 2 ENGINE		
PT6A-135	7314	FUEL CONTROL UNIT	252444993	FAILED	20050321008	PNR	PW4060	7932	ENGINE		
PT6A-21	7314	FUEL CONTROL UNIT			20050307002	QUE	R-985-AN-14B	0000	CRANKCASE	16475	CRACKED
PT6A-27	0000	ENGINE			20050329007	QUE	R-985-AN-14B	7921	OIL COOLER	V6007DV5	LEAKING
PT6A-28	0000	ENGINE			20050323007	QUE	R-985-AN-14B	8530	CYLINDER	399353A1	FAILED
PT6A-28	7210	ENGINE		FAILED	20050315004	ATL	ROLLS ROYCE - GY				
PT6A-28	7310	FUEL CONTROL UNIT	252444076	OVERHAULED UNIT	20050207006	PAC	DART 534-2	7314	FUEL PUMP	GB3173CE	
PT6A-28	7323	OVERSPEED GOVERNOR	210631		2 SDRs	QUE	TELEDYNE CONTINENTAL				
PT6A-34	6122	ENGINE			20050221008	QUE	GTSIO-520-H	8011	BEARING	535539	DESTROYED CAGE
PT6A-34	7200	ENGINE			20050117010	QUE	GTSIO-520-H	8530	PISTON	654724	BROKEN
PT6A-34	7240	LARGE EXIT DUCT	310926302	CRACKED, BURNT	20050321009	PAC	IO-520-F	8520	CRANKCASE	654101A7R	UNSERVICEABLE
PT6A-34	7810	DUCT - TURBINE E	311178001	CRACKED	20050309012	PAC	IO-520-F	8530	CYLINDER ASSY	TIST712ACA	CRACK
PT6A-34AG	7200	ENGINE			2 SDRs	QUE	IO-520-J	8520	CRANKCASE		CRACKED
PT6A-36	0000	ENGINE			20050329005	QUE	IO-550-D	7414	MAGNETOS BODY	SGRN1225	CRACKED
PT6A-41	7200	ENGINE			20050110008	QUE	O-200-A	8530	EXHAUST VALVE	654004	CORRODED
PT6A-41	7600	TUBE ASSY	1009200423	UNSERVICEABLE	20050112004	PNR	O-300-C	8530	PISTON	654853B	SCRAPPED
PT6A-42	7200	GAS GENERATOR CAP	01R3028332	CRACKED	20050301004	PNR	TSIO-520-M	8520	COUNTERWEIGHT	639196	FAILED
PT6A-50	7210	ENGINE		FAILED	3 SDRs	VAR	TURBOMECA				
PT6A-50	7230	ENGINE		FAILED	20050211003	ATL	ARRIEL 1B	7310	R/H PIPE SUPPLY	0301007220	CRACKED
PT6A-50	7250	ENGINE			20050213007	QUE	ARRIEL 1B	7532	SCREEN	0301007860	CRACKED/CHAFED
PT6A-50	7931	ENGINE OIL PRESSURE			20050110006	QUE	ARRIEL 1D1	7200	ENGINE		FAILED
PT6A-60A	7200	ENGINE		FAILED	3 SDRs	ATL	ARRIEL 2B	7314	SEAL,VARIJIP	TPZA10063T251V	LEAKING FUEL
PT6A-60A	7532	BLEED VALVE	310317401	VISUALLY NORMAL	20050210005	PNR					
PT6A-67D	7210	ELBOW	310047001	FRACTURED	20050127003	ONT					
PT6A-67D	7210	ENGINE			20050213002	QUE					
PT6A-67D	7261	ENGINE			20050201004	PAC					
PT6A-68	7200	ENGINE			20050213003	QUE					
PT6B-36A	2820	FUEL MANIFOLD TUBE	3020030	WORN	20050213004	QUE	HAMILTON STANDARD				
PT6B-37A	0000	EGU	101250003	SUSPECT	20050329010	QUE	14SF-19	6120	RETAINER, UNIVER	7827402	LOOSE
PT6T-3B	7320	PNEUMATIC TUBE (3017393	FRACTURED	20050112006	QUE	HARTZELL				
PT6T-3B	7600	ENGINE CONTROLS			20050307001	QUE	HC-B3TN-3BY	6120	CSU	210574AB	FAILED
PT6T-3D	7250	ENGINE			20050214002	QUE	HC-B3TN-3D	6114	BEARING RACE	A1851T	CRACKED
PT6T-3DF	7300	NIL/UNKNOWN			20050228013	PAC	HC-B4TN-5GL	6110	PROPELLER HCB4TN5GL		LEAKING
PW118	0000	ENGINE			20050329008	QUE	HC-B4TN-5GL	6112	DE-ICER	4E11887	WRONG LOCATION
PW118A	7313	PACKING - FUEL		DAMAGED	20050131005	QUE	HC-E3YR-2ATF	6122	CONTROL ROD END	469153	BROKEN
PW120	7210	ENGINE			20050117011	QUE	MCCAULEY				
PW121	7200	ENGINE			2 SDRs	QUE	D2A34C58	6114	HUB	D4715	CRACKED
PW121	7920	ENGINE			20050105011	QUE	D2A34C58	6114	PROPELLER		
PW123	7200	ENGINE			2 SDRs	QUE	1A103/TCM6958	0000	PROPELLER		
PW123	7250	HPT BLADES	311560101	FRACTURE	20050223002	QUE	2A34C66	6111	BLADE	S90AT2	CRACKED
PW123	7310	MECHANICAL FUEL			20050307009	QUE	3GFR34C701	0000	PROP BLADE		FAILED

propellers

HAMILTON STANDARD											
14SF-19	6120	RETAINER, UNIVER	7827402	LOOSE	20050218002	ONT					
HARTZELL											
HC-B3TN-3BY	6120	CSU	210574AB	FAILED	20050309013	PAC					
HC-B3TN-3D	6114	BEARING RACE	A1851T	CRACKED	20050118003	ONT					
HC-B4TN-5GL	6110	PROPELLER HCB4TN5GL		LEAKING	20050316002	ONT					
HC-B4TN-5GL	6112	DE-ICER	4E11887	WRONG LOCATION	20050316001	ONT					
HC-E3YR-2ATF	6122	CONTROL ROD END	469153	BROKEN	20050304001	PAC					
MCCAULEY											
D2A34C58	6114	HUB	D4715	CRACKED	20050316005	PAC					
D2A34C58	6114	PROPELLER			20050317005	PAC					
1A103/TCM6958	0000	PROPELLER			20050323008	PAC					
2A34C66	6111	BLADE	S90AT2	CRACKED	20050316004	ONT					
3GFR34C701	0000	PROP BLADE		FAILED	20050331002	ONT					

MAKE/MODEL	JASC	PART NAME	PART NO.	PART CONDITION	SDR NO.	RG
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equipment

BOMBARDIER 21564075	2810	FUEL RUBBER TANK	21564075	REPAIR	20050216004	QUE
JANITROL AER A23D04	0000	HEATER REGULATOR	A23D04	LEAK	20050316007	PNR
NORTHERN AIR 251XXX	2340	PRINTED CIRCUIT	25091	FAILED	20050120004	PAC
POINTER INDU PS400010	0000	EMERGENCY LOCATOR			20050322006	PNR
THOMPSON TC173007	0000	NIL/UNKNOWN			20050128006	PAC
UNKNOWN OB30	3530	OXYGEN BOOSTER	OB30	FAILED	20050309004	PNR

LEGEND

JASC Joint Aircraft System Code number defining assembly/system/component
SDR NO. TCA assigned SDR control number - please quote in any correspondence or inquiries
RG TCA region of SDR submitter:

PAC = Pacific, **PNR** = Prairie Northern,
ONT = Ontario, **QUE** = Quebec,
ATL = Atlantic, **NCR** = Ottawa (HQ),
VAR = more than one Region



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contact information contact information contact information

headquarters headquarters headquarters

Transport Canada Civil Aviation, Continuing Airworthiness AARDG
Place de Ville, Tower C, 330 Sparks Street, Ottawa, ON K1A 0N8
Tel: (613) 952-4357, Fax: (613) 996-9178

Atlantic

Transport Canada
P.O. Box 42
95 Foundry St., 6th Floor
Moncton, NB
E1C 8K6
(506) 851-7114

Prairie and Northern

Transport Canada
344 Edmonton Street
Winnipeg, MB
R3C 0P6
(204) 983-3152
1-888-463-0521

Ontario

Transport Canada
4900 Yonge St., Suite 300
Willowdale, ON
M2N 6A5
(416) 952-0352

Quebec

Transport Canada
700 Leigh Capreol
Dorval, QC
H4Y 1G7
(514) 633-3319

Pacific

Transport Canada
800 Burrard St., Suite 620
Vancouver, BC
V6Z 2J8
(604) 666-8777

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Léo N.J. Maisonneuve
Manager
Information Programs
Tel: (613) 952-4352
maisole@tc.gc.ca



T.A. McNamara
Editor
Information Programs
Tel: (613) 952-4360
mcnamat@tc.gc.ca



B. Goyaniuk
Chief
Continuing Airworthiness
Tel: (613) 952-4356
goyanib@tc.gc.ca

Canada